

Patent Claims:

1. A method for detecting longitudinal and lateral acceleration of a vehicle, in which at least two sensors determine acceleration components that are aligned in a substantially perpendicular manner in relation to each other,  
c h a r a c t e r i z e d in that the acceleration components have an angle ranging between  $10^{\circ}$  and  $80^{\circ}$  relative to the direction of longitudinal movement of the vehicle.
2. The method as claimed in claim 1,  
c h a r a c t e r i z e d in that at least one of the acceleration components is determined at an angle of roughly  $45^{\circ}$  relative to the direction of longitudinal movement of the vehicle.
3. The method as claimed in any one or both of claims 1 to 2,  
c h a r a c t e r i z e d in that an evaluation unit determines the actual longitudinal acceleration and an appearing lateral acceleration by way of a comparison between an expected longitudinal acceleration and the measured acceleration components.
4. A method for controlling a steering movement of a vehicle wherein a lateral acceleration of the vehicle is determined and the steering movement is controlled depending on the lateral acceleration,  
c h a r a c t e r i z e d in that the lateral acceleration is determined by taking into consideration acceleration components, with the acceleration components

having an angle ranging between  $10^{\circ}$  and  $80^{\circ}$  in relation to the direction of longitudinal movement of the vehicle.

5. A method for preventing a vehicle at standstill from rolling away inadvertently, in which a brake pressure is maintained in wheel brake cylinders as a roll-away prevention and in which a speed of the vehicle is detected,  
c h a r a c t e r i z e d in that the brake force is controlled depending on a longitudinal acceleration of the vehicle and in that the longitudinal acceleration is determined taking into consideration acceleration components, with the acceleration components having an angle ranging between  $10^{\circ}$  and  $80^{\circ}$  in relation to the direction of longitudinal movement of the vehicle.
6. A device for detecting a longitudinal and a lateral acceleration of a vehicle including at least two sensors that are aligned in a substantially perpendicular manner in relation to each other, and an evaluation unit,  
c h a r a c t e r i z e d in that the sensors are so aligned that their sensing direction has an angle ranging between  $10^{\circ}$  and  $80^{\circ}$  relative to the direction of longitudinal movement of the vehicle.
7. The device as claimed in claim 6,  
c h a r a c t e r i z e d in that the sensors are so aligned that their sensing direction has an angle of roughly  $45^{\circ}$  relative to the direction of longitudinal movement of the vehicle.